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# In This Issue

OLIVE ANN BEECH is unique in the aerospace industry as the lone woman chief executive of a major aircraft manufacturer. Chairman of the Board of Directors and President of Beech Aircraft Corporation, she is internationally recognized for her organizing and administrative abilities. Industry leaders respect her as a top flight executive who gives no quarter and asks none; as an individual, Olive Ann Beech is quiet, reserved and distinctly feminine.

Few can match her experience in the industry. In 1925, Olive Ann Mellor, slender, blonde and just out of her teens, secured a position on the office staff of the fledgling Travel Air company. By 1929, when Walter Beech sold Travel Air to Curtiss-Wright, she had become an officer of the company and assistant to Walter Beech, whom she married in 1930.

After a two year holiday, Mr. and Mrs. Beech established Beech Aircraft Corporation in 1932. She was elected President of the company in December, 1950, two weeks after the death of Walter Beech.

Recipient of innumerable high honors and awards for distinguished service in many fields, Olive Ann Beech has never faltered in her dedication to American aeronautics. It is a privilege to present, in *National Aeronautics*, her personal analysis of the future of personal and business aviation.

An utterly fascinating spot for all Americans is the National Air Museum of the Smithsonian Institution in Washington. Its Director, PHILLIP S. HOPKINS, relates an interesting tale of the Museum and its work.

Mr. Hopkins has a brilliant record. He was for 10 years a Vice President of Link Aviation, and is a founder and past president of both the National Aerospace Education Council and the University Aviation Association. Among the honors bestowed upon him are the Frank G. Brewer Trophy, the Alpha Eta Rho Award, and EAA's Paul Tissandier Diploma.

Phillip Hopkins has long been an officer or a director of the National Aeronautic Association. He now is a National Vice President.

THOMAS G. BROWN, JR., President of the fast growing Aero Club of New England, writes most interestingly about America's oldest active aero club.

Mr. Brown, who is Vice President of State Street Bank and Trust Company in Boston, is a graduate of Deerfield Academy and Northwestern University. His interest in aviation is extensive. Added to his responsibilities as Chief Executive of the Aero Club of New England, is his seat on the Boards of the Massachusetts Port Authority and the Air Transportation Committee, New England Council. In some way, he finds the time to act as a trustee for three prominent Eastern schools, be on the Advisory Board of a major cancer research laboratory, and serve in various capacities many business and financial organizations associated with banking. For recreation, he is Secretary of the Eastern Yacht Club!

Tom Brown is married, has two lovely daughters, and lives in Swampscott, Massachusetts.

Mystified at the amazing public interest in sport parachuting, we asked JACQUES ANDRE ISTEL to enlighten us on why so many men and women from 8 to 80 are consumed with an insatiable desire to bail out of airplanes. His explanation is presented, duly copyrighted, as all writings of this astonishing young man must be.

sentred, duly copyrighted, as all writings of this astonishing young man must be.

Jacques is a dynamic chap, bursting with ill-restrained energy. Born in Paris, France in 1929, he became a naturalized United States citizen in 1951. He is a graduate of Princeton, class of 1949, and served with the Marines in WW2.

Last February, in an unusual move, EAA delegates of twenty countries unanimously reelected Jacques Andre Istel President of the International Parachuting Committee of the Federation Aeronautique Internationale.

During his over 600 jumps and continuing parachuting career, Istel was U.S. team captain (1956), U.S. champion, (1958), led the team which set the first official day and night U.S. parachuting world records (1961) and was President of the twenty-four country World Parachuting Championship in 1962.

Jacques is an inventor (parachute patents), a pilot (Commercial, Inst., SMEL), a Major in the Marine Corps Reserve, and a Vice President of the National Aeronautic Association. Last summer he was co-leader of a National Geographic Society expedition to South America.

DR. ROBERT E. DILLAWAY, who writes of the intricate work of the NAA Contest Board, has again been nominated to head the U.S. Astronautical Committee in EAA. Usually we're uncomfortable around math geniuses, but we like to travel in Europe with Bob, who mentally computes foreign money fractions faster than we can count our pennies.

With a driving enthusiastic energy reminiscent of Jacques Istel, DON PICCARD is largely responsible for the renaissance of hot air ballooning, an all but forgotten art. Piccard, who is Sales Manager of the Sport Balloon Division of Raven Industries in Sioux Falls, holds a number of national and international balloon records, thus continuing the achievements of his famous father and mother. Which reminds us of Don's remark following the setting of a new feminine altitude record of 56,390 feet by Jacqueline Cochran in a Northrop T-38 Jet: "Heck," he sniffed, "Mom went higher than that in a balloon!" And so she did.

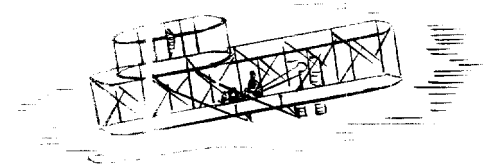
We have plans for Don Piccard, an NAA Vice President, which undoubtedly will consume a great deal of his excess energy. Among them is an assignment as one of our contributing editors. You'll find his first yarn, a well written account of the tragic Catalina Channel balloon race, in these pages.

An affiliate of which NAA is very proud is the Akron Women's Chapter, whose story is told by NAA veteran MARY BROWN. The long continued success of this organization is a tribute to its officers and directors and to the sincere interest and deep loyalty of the membership in aviation and NAA.

JOHN WORTH of AIAA takes up his cudgel in his war against the prevailing opinion that model aeronautics is kid stuff. BOB TAYLOR begins an AEA campaign to interest our airlines in finding and restoring some of the old veteran transports. PCA, absent in the last issue, has asked BEV GALLOWAY to keep us informed on sport parachuting.

And BILL IVANS' fine story of SSA at Torrey Pines makes us wish that we lived in beautiful California, and that it was our happy privilege to be a competent soaring pilot.

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*Mecca for All Airmen—*

## THE NATIONAL AIR MUSEUM

By Philip S. Hopkins, Director

The Smithsonian Institution, National Air Museum, is indebted to the National Aeronautic Association and its members for continuing cooperation and support since its establishment in 1946. Perhaps by this brief report on the present accelerating progress of the Museum I can indicate a measure of our appreciation to NAA for its unflinching helpfulness.

To refresh memories, the National Air Museum was created by the Congress (Public Law 722, approved August 12, 1946) as a bureau of the Smithsonian Institution. At that time some Chinese Kites and a few aeronautical items in the Smithsonian Collections were transferred to the Air Museum as the nucleus of our present great collection.

Philip S. Hopkins, Director, National Air Museum



From 1946 to 1958, a very small staff headed by our distinguished Head Curator and Historian, Paul E. Garber, began a systematic program of collecting the famous firsts of flight. It was largely a program of collecting and storing—for little space was available for display.

A small but creditable exhibit was contrived by Mr. Garber by hanging some airplanes from the ceiling in the Arts and Industries Building (over the stamp and coin collections) and by crowding an unbelievable number of airplanes, engines, and other material into the old 1917 "tin hangar" on Independence Ave., known as the Aircraft Building.

Thanks to Mr. Garber and the splendid cooperation of the military services, "Early Birds," and the aviation industry, the collection has grown into the world's largest and finest specimen and documentary history of man-made flight.

The aircraft collection includes the world's first powered man-carrying airplane to fly under control—the Wright Brothers "Kitty Hawk Flyer" of 1903; two other original Wright airplanes—the Military Flyer of 1909 and the Coast-to-Coast "Vin Fiz" of 1911; the NC 4, first aircraft to fly the Atlantic Ocean; the Spirit of St. Louis; the Winnie Mae; the Bell X-1, first supersonic airplane; the "Chicago," first Round-the-World airplane; the T-2, first Coast-to-Coast non-stop airplane; and many other famous aircraft of U.S. and foreign make. Altogether there are some 200 full-size aircraft in the Collection.

About 300 aircraft engines have been accepted, including the No. 1 Liberty, the No. 1 Wasp, the first Packard Diesel, and both Wright and Curtiss originals.

Thousands of other historic aeronautical materials and memorabilia of significant technical, historical, and biographical interest have been collected.

With the advent, recently, of space flight, the museum has added many famous firsts in this field. This Collection begins with three original Goddard Rockets (including the world's first liquid-fuel rocket; the First Recovered Nose Cone; the Able-Baker spacecraft; "Freedom 7" and "Friendship 7," astronauts

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JACQUES ANDRE ISTE

PILOT IN CHIEF, AIR FORCE, FRANCE, 1960-1961

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#### VICTORY FLIGHT

Nearing the California coast, the silhouette of the balloon is outlined against the darkening sky as it drifts just above the Pacific swells carrying its pilot, Ed Yost, to victory.—Photo by Dr. R. H. Hoffman, Corona Del Mar, California.





DR. ROBERT B. DILLAWAY

*Behind U. S. World Records —*

# THE NAA CONTEST BOARD

By Robert B. Dillaway

The initial formation of the Federation Aeronautique Internationale was for the purpose of encouraging and archiving world record achievements in manned flight. Since its initial formation in 1903, this organization (FAI) has worked through its National Aero Club affiliates to establish rules and procedures for sanctioning world record attempts in any country so that there was an equitable, common base on which to judge the performance of aircraft and pilots. Each National Aero Club, as the representative of its country, is sanctioned to franchise and steward world record attempts in its country. When the stewards of the National Aero Club are satisfied that a new record has been achieved under the codes and laws of the F.A.I., a claim is filed for said record with the F.A.I. through which international recognition for this record is achieved. There is no doubt that over the years the F.A.I. has gained a reputation for maintaining a high standard in this activity and is accepted as the unquestioned record authority throughout the world. In order to establish similar esteem for the records under the F.A.I. framework in the United States, the National Aeronautic Association, representing the United

States in the F.A.I., has gone to great lengths to establish methods by which qualified unbiased stewards would be available to officiate at world record attempts and certify to the achievements made.

## Contest Board Established

To perform this function, the National Aeronautics Association created a Contest Board, with authority to obtain judges and stewards properly qualified, and to arrange for witnessing and record file preparation of any world records attempted in the United States.

When a contestant desires to attempt a world record he applies to the headquarters of the National Aeronautics Association for a sanction, which, when granted, gives him a unique license to try for a particular record over some stipulated period in the future, say 90 days. When the contestant, who incidentally must have a sporting pilot's license issued by the National Aero Club for the F.A.I., feels that he is ready for the attempt, the Contest Board Chairman makes arrangements to have stewards licensed by F.A.I. on hand at the agreed-on course.

Although in past years, records have been attempted all over the country, in the last decade the great

increase in speed of aircraft and potential hazard involved in attempting world records, coupled with the associated complexity in modern equipment used for primary measurement of plane performance, the number of courses and their locations has been decreased. Most of the short distance, closed and open course speed and altitude courses that are now licensed by the F.A.I. are either at Edwards Air Force Base, or White Sands, New Mexico. However, in the case of long distance duration flights, the range of current aircraft are such that these flights have required crossing international borders, which has required coordination with the Contest Boards of Aero Clubs of different countries. For example, in a recent international distance record which was flown by a B-52H, the aircraft started out of Okinawa, crossed the Pacific, the United States, the Atlantic, the Canary Islands, and landed at Madrid, Spain. While the Contest Board of the National Aeronautic Association stewarded the entire operation for the National Aeronautics Association, the Aero Club of Japan, and the Royal Aero Club of Spain, were, of necessity, brought into the record attempt. The actual time and place of take-

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*Above the Sands and the Sea, SSA Pilots Take the 1964 Championship Trail at Beautiful*

# TORREY PINES

By William S. Ivans, President, Soaring Society of America

Good soaring weather favored the first competition of the 1964 season, the 18th Annual Pacific Coast Mid-Winter Soaring Championships. This meet was held at its traditional site, the Torrey Pines Gliderport, La Jolla, California, on the week end of February 29-March 1. Twenty-nine pilots were registered. Ray Proenneke of Los Angeles was declared winner with a score of 443 points. Sterling Starr of San Diego was a close second with 431.

The Torrey Pines site ranks among the most picturesque in the world. Steep cliffs rise some 350 feet from the surfline of the Pacific just north of La Jolla. Westerly winds, deflected upward by the cliffs, provide rising air to sustain the flight of soaring birds and gliders.

The 9:30 a.m. pilots' briefing on Saturday included a weather report which gave promise of good thermal development, which could make possible cross-country flights, in addition to a good sea breeze that assured steady up-drafts along the several miles of cliffs. A frontal passage had left unstable air over southern California, with sufficient moisture to guarantee cumulus cloud at the top of every large thermal. This gave more than the usual air of excitement to the meeting, as pilots received the final instructions on take-off and landing rules and were allocated take-off times for winch launching.

First off was Kirk Harris, flying a Bowlus Baby Albatross, at 10:35. All eyes were upon the Baby as it rose steeply above the winch. Kirk nosed it forward to free flight altitude, released the tow cable, and promptly confirmed the forecast by soaring easily several hundred feet above the cliff edge.

Kirk elected to stay airborne as long as possible, earning duration points. Starting first, he had an excellent chance to win

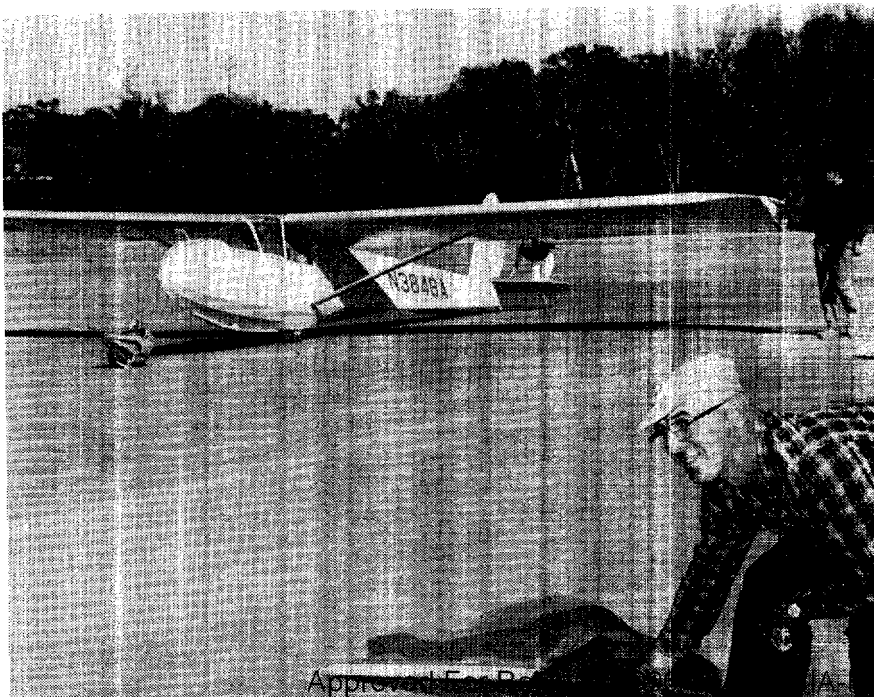
the handsome Ryan trophy for longest duration flight of the contest. By staying aloft, he gave up chances for scoring in other ways, such as in dropping paper sack "bombs" on a target, or making repeated tries at a spot landing.

The Torrey Pines' meet is unique among U. S. contests in offering a large number of ways for competitors to score. The ambitious pilot may be confronted with difficult choices. It is not possible, for example, to gain a maximum number of duration points and at the same time have a maximum number of tries at bomb drop or spot landing. If one seeks to obtain distance points and leaves the steady updraft at the cliffs, there is the risk of an early landing if no more lift is found; no points of any kind are earned while waiting disconsolately for the car and trailer to arrive, or during the return in haste to Torrey Pines for another try.

Nevertheless, distance points mount rapidly, especially with the bonus given if the start was made from winch tow, and as more gliders were launched into the area above the cliffs, it was evident that many pilots were searching for thermal up-currents as they flew along the steady lift; an up-current which would reach high enough above the cliffs to permit a good departure. Success was quickly evidenced by a tight spiralling in thermal cores and rapid climb upward toward the cumulus cloud bases, and a steady drift inland as the thermal convective cell moved with the general air mass. Proenneke Starr, and two other pilots thermalled away about noontime. Within several hours, all had reported in from their landing points inland; conditions were not good enough to permit extended flights. Starr, in his Schweizer 1-23, flew 50 miles to Winchester for the longest flight of the contest; Proenneke, in a Cherokee, flew 41 miles, landing near Temecula. Both pilots received altitude points which helped them in the combined scoring. Proenneke reached 5100 feet on his flight, for the highest altitude obtained during the contest.

Both pilots, helped by two-way radio contact with their ground crews, immediately trailered back to Torrey Pines for attempts at bomb drops and spot landings to bolster their overall scores. At the official close of

San Diego AGCSC Glider Club's Schweizer 2-22 trainer ready for winch launching at Torrey Pines. Glider Queen Lenore Plummer in front seat.



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*America's Senior Aero Club—  
Symbol of Progressive Conservatism*

# THE AERO CLUB OF NEW ENGLAND

By Thomas G. Brown, Jr.  
President, Aero Club of New England

On December 9, 1907, the Aero Club of New England was formally chartered by the Commonwealth of Massachusetts. However, in 1902, the Club was informally organized, nearly two full years before the Wright Brothers took off from Kitty Hawk, and is considered to be one of the oldest aeronautical clubs in existence in America and second in the world. Eleven prominent Bostonians spearheaded the formation of the Club, among them Charles J. Glidden, "father" of the famous Glidden (automobile) Tours. Though aerial navigation was restricted largely to ballooning, the club charter states some decidedly farsighted purposes. Among these aims were:

To advance the development of the science of aeronautics and kindred sciences.

To encourage and organize aerial navigation, excursions, conferences, expositions and races.

To hold, maintain and conduct games, meets, contests, exhibitions and shows of balloons or other inventions or constructions designed to be propelled or travel through the air.

The Aero Club so aroused the interest of people in the sport of ballooning that, for a number of years, more ascensions were made annually in Massachusetts under its auspices than were credited to all other states combined. The Club purchased a balloon of 35,000 cubic foot capacity, appropriately named "Boston," and maintained one of the same capacity until 1915. For a time, the Club also owned the "Massachusetts" of 65,000 cubic foot capacity.

The Club was a leading participant in the first Harvard-Boston Aero Meet held at Squantum during September 1910. This meet was greeted with nation-wide enthusiasm and attracted competitors

from abroad, as well as from all over the United States. One of the highlights of this meet was the first dropping of bombs from an aircraft. Among the competitors was a young Englishman, A. V. Rowe, later to become Sir Alliott Verduyn Roe, who was knighted because of his important contribution to the development of the aviation industry in his country.

Dr. Godfrey L. Cabot, an early member of the Aero Club, served as its president from 1915 to 1929. From the days of the Wright Brothers, he recognized the potential value of the airplane in warfare. Consequently, under his leadership in 1916, the Aero Club of New England presented to the Commonwealth of Massachusetts its first aircraft—a hydro-aeroplane, built at Marblehead by Burgess Co. & Curtis. Dr. Cabot, who was a friend of the Wrights, learned to fly a plane in 1915 at the age of 54 and soon became the proud possessor of his own aircraft.

His name is honored and perpetuated by the Godfrey L. Cabot Award, established by the Aero Club in 1952 and presented each year to an individual selected for outstanding contribution to the development of aviation. Some of the recipients of the Cabot Trophy have been Dr. Igor Sikorsky, pioneer in the development of the helicopter; Admiral Richard E. Byrd, polar explorer and a longtime member of the Aero Club; Gen. Curtis LeMay; Max Conrad; Scott Crossfield and Alan B. Shepard, Jr., the first of the Astronauts.

In February 1952, Club membership made important gains as a result of a merger between the Aero Club and the Aeronautic Association of Boston, which was previously the local chapter of National Aeronautic Association.

Through the years, the club has



Thomas G. Brown, Jr.

striven to carry out the purposes set forth in its original charter. It has promoted aviation education in the schools of this area, providing scholarships for teachers to assist in obtaining proper aviation education. It has also sponsored model airplane meets.

Through its Legislative Subcommittee, the Aero Club keeps abreast of legislation that has a bearing on aviation. On occasion, it will take a stand on such legislation and records itself accordingly at the State House.

It has conducted countless meetings addressed by outstanding leaders in aviation on matters of current interest. Likewise, it has cooperated in aviation conferences and symposia throughout the United States.

Each of these activities is directed toward the ultimate goal of the Aero Club of New England—to maintain for this area, in cooperation with other groups, its rightful position as the great center for aviation activity. □

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Mary Brown, Honorary President and Senior Director of NAA

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*NAA Is Proud of Its Lady Birds in the*

# AKRON WOMEN'S CHAPTER

By Mary Brown, Honorary President

On September 4, 1924, a charter was granted to the Akron Women's Chapter, National Aeronautic Association. It was signed by F. B. Patterson, president and approved by Rear Admiral W. F. Fullam, Ret. Chairman of the Membership Committee. A year later, Admiral Fullam who by then was assistant to the president, Godfrey L. Cabot writes "I am tremendously interested in the Women's Chapter of Akron, as this is, just at present, the only women's chapter we have in the organization." Later an all women's chapter was formed in Cleveland, these two being the only exclusive women's chapters in the country.

With the slogan, "Keep America First in the Air," the Akron Women's Chapter has the following aims and purposes:

To create an organization which will stimulate interest and disseminate information regarding aeronautics, and carry out the policies of the National Aeronautic Association.

To provide aeronautic programs and educational activities including contests, for air-minded youth, to extend their knowledge of the science of aviation and through them to exert an influence toward making all citizens air-minded.

To provide an aeronautic scholarship given each year to an outstanding student of engineering at the University of Akron, enabling him to extend his aeronautic research in any school of his choice. To act as a local co-ordinating group in all civic aeronautical affairs.

This, they have done, all through the years, with a program on aviation and aeronautics the third Monday each month. At these meetings, the world's most outstanding personalities in the field of aeronautics have brought their messages to this community.

In 1933 the first junior chapter of Model Plane Builders was formed and named the Edith Van Orman Chapter in honor of Mrs. Ward T. Van Orman, wife of the famed balloonist. Later the Academy of Model Aeronautics in Washington was formed of similar chapters.

In 1943 the Chapter organized and sponsored the Women's Air Service Group, which is composed of the mothers and wives of the men in the Air Service. The object of this group is to be of service to the men and women in the Air Service and to their families. Several thousand dollars have been spent by this group in welfare work.

In 1948 the Akron Women's Chapter sponsored and conducted the International Wakefield Trophy

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*Fast Growing*

# PCA

By B. T. Galloway

Since its inception in 1957, the Parachute Club of America has shown such tremendous growth that it now has become one of NAA's largest and most active divisions. In 1958 the PCA was comprised of only some 200 members. As of December of 1963, its ranks included over 8,500 members with an expected 14,000 in 1964.

The PCA organization reflects this growth. Its office staff has moved to new and larger facilities in Monterey, California and includes three administrative directors and five full time secretaries.

The 21 man Board of Directors headed by Board Chairman and NAA representative Joe Crane of Mineola, Long Island and PCA President D. C. Sonnichsen of Menlo Park, California represent 11 conference areas including all 50 states and U. S. military installations in Europe and Asia.

The recent creation of the Conference system (early 1963) has led to increased membership participation and has significantly aided the PCA in promoting safety, the growth of the sport and especially national competition.

Probably the most outstanding achievements in air sports competition have been accomplished by the United States Parachute Team in the last two years. After only

four years of World Competition experience, the U.S. Parachute Team captured seven of the nine Gold Medals in the Sixth World Championship held in Orange, Massachusetts in 1962. Led by the first U.S. Men's World Champion Jim Arender of New York City, and the first U.S. Woman to become a World parachuting champion, Muriel Simbro of Van Nuys, California, this outstanding U.S. team scored one of the most impressive athletic victories in recent memory for the United States.

The U.S. Team under the sponsorship of the PCA with substantial assistance from the NAA spent the summer of 1963 in Europe. This season of competition was an unqualified success for the well trained and dedicated team. A clean sweep was made of four major European competitions culminating in an impressive victory at the Adriatic Cup meet held in Portoroz, Yugoslavia. The overall Men's Champion at this competition was Coy McDonald of the U.S. Army Parachute Team joined by Women's Overall Champion Anne Batterson of Bloomfield, Connecticut.

Immediately upon their return from Europe in September, the U. S. Team was shuttled to Seattle, Washington to defend their team placement in the 1963 U.S. Nation-



Dean of parachuting, veteran Joe Crane, is Chairman of the Board of PCA.

al Parachute Championships. The Seattle competition reflected the growing interest in competitive parachuting prevalent in the U.S. today. An impressive group of 117 contestants competed during the five day eliminations demonstrating the skills which arise from constant and dedicated practice. The accuracy leaders averaged inside four feet from target center and style time was bordering on the 10 second level. Dick Fortenberry of the U.S. Army Parachute Team successfully defended his title of U.S. National Champion for the third consecutive year. Anne Batterson finished her best season to date by winning the Women's National Champion title. The end result was that a U.S. Training Team was chosen that has the potential of winning *all* the Gold Medals in the Seventh World Championship to be held in Leutkirch, Germany August 2 through August 17, 1964. □

PCA President D. C. Sonnichsen

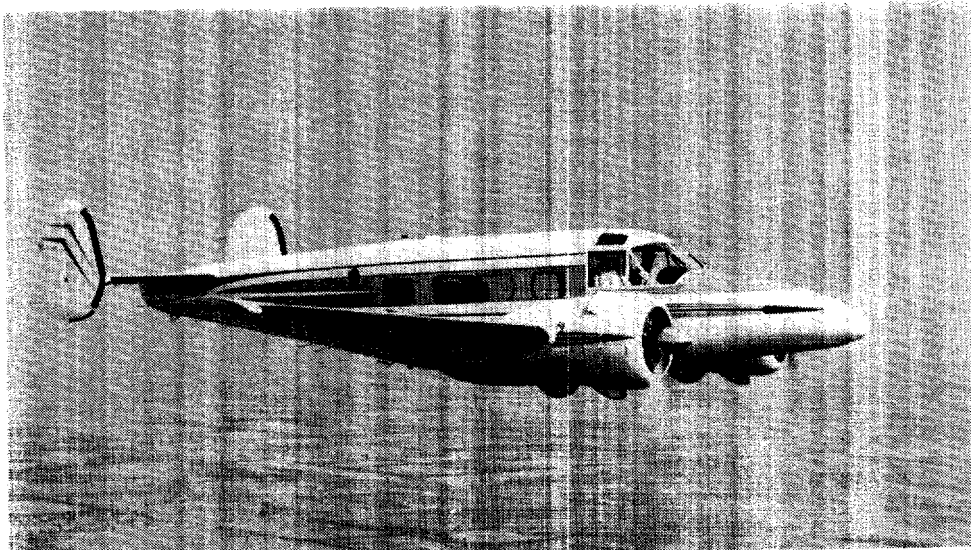
Left to right: World's Champion Joe Arender and 1963 National Champion Dick Fortenberry.

Top: 1963 National Champion Anne Batterson and Bottom, Women's World Champion Muriel Simbro.



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# Beech



BEECHCRAFT SUPER H18 with tri-  
cicle landing gear.



BEECHCRAFT BARON, all-metal,  
four-place, twin-engine Model 55.  
Top speed, 236 mph; range, 1,225  
miles. Range includes full allow-  
ance for fuel used during warm-up,  
taxi, take-off and climb to altitude  
with a 45-minute fuel reserve at  
maximum-range speed.



BEECHCRAFT TRAVEL AIR, all-metal,  
four-place, twin-engine Model  
D95A. Top speed, 210 mph; range,  
1,170 miles. Maximum range com-  
puted with allowance for fuel used  
during warm-up, taxi, take-off and  
climb to altitude—includes 45-  
minute fuel reserve at maximum-  
range speed.

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# ANNUAL NAEC CONFERENCE

By Evan Evans, Executive Director, NAEC

The Eighth National Conference on Aerospace Education sponsored by the National Aerospace Education Council, will be held in the Hotel Mayflower, Washington, D. C., June 25th, 26th and 27th.

Thursday of the Conference will be devoted to three outstanding programs. First, the presentation by the Briefing Team from Maxwell Air Force Base; at noon, a luncheon with a nationally-recognized speaker in the field of aviation and in the afternoon, sections of the new presentation being prepared by the Utility Aircraft Council will be presented to the Conference.

Friday of the Conference will be devoted to a tour of the Goddard Space Flight Center, to the Dulles Airport and to the Federal Aviation Agency installation at Leesburg, Virginia. The registrants at the conference who are members of NAEC will be the guests of the Aerospace Industries Association on this tour. The tour will leave the hotel at 7:30 Friday morning and the buses will return to the hotel about 6:00 p.m. Since the facilities at Goddard Space Flight Center are limited, only the first 180 to register for the Conference and indicate they wish to make the tour will be accommodated.

Should there be extra places after the registrants have been taken care of, additional people may be taken and there will be a fee.

One of the highlights of the Conference will be the banquet, where the banquet speaker will be Dr. John H. Furbay, world traveler and lecturer extraordinary from Trans World Airlines. Dr. Furbay's subject will be "The Sky's the Limit" and will, of course, cover his latest travels, especially the trip into Mongolia where he was in the second group of Americans ever to travel in that country.

Also, at the banquet the 1963 Frank G. Brewer Award "for the most outstanding contribution to the development of Air Youth in the field of education and training" will be presented by Mr. William Orr, President of the National

Aeronautic Association. This is one of the national trophies in the custody of the National Aeronautic Association and the committee to select the recipient has been named. They will meet soon and select the 1963 winner and the award will be made at the annual banquet.

The reception preceding the banquet will be given to those who are registered for the Conference and who will attend the banquet by the Air Transport Association.

Saturday all day will be devoted to reports of aviation activities and to a symposium on aerospace education workshops. Also, the annual business meeting of the National Aerospace Education Council will be held just before noon.

There will be two meetings of the Officers and Board of Directors of the Council at the Conference. The first—a dinner meeting on Thursday evening, June 25, and the second, a meeting of the newly-elected Officers and Board Members with the old Officers and Board Members at a luncheon meeting on Saturday. This meeting follows the business meeting of the National Aerospace Education Council.

Social events at this conference are rather limited. The reception Saturday night preceding the banquet and the banquet will be the top social events. The luncheon on Friday which will be held at one of the very nice country places in Virginia will, undoubtedly, be a highlight as far as gastronomical events are concerned. Also, many members of the Conference are looking forward to trying the old and new eating places in the vicinity of the Mayflower Hotel.

## 1964 Text Ready

Several years ago (1957) the Aerospace Industries Association, the principal financial supporter of the National Aerospace Education Council, gave to NAEC the privilege of printing and selling the annual book which lists all airplanes, rockets, missiles and helicopters manufactured in the United States during the previous year. The 1964

*U. S. Aircraft, Missiles and Spacecraft* is now available. It has been sent without charge to all of the members of the National Aerospace Education Council. This 168 page book lists all of the airplanes, missiles, rockets, helicopters, etc., manufactured in the United States last year. In addition, it includes one picture of each item. For the airplanes it also gives three silhouettes—front, top and side view—which will prove tremendously valuable to Civil Air Patrol cadet groups and to all of the AFROTC groups as they develop new units in their various curricula on the recognition and identification of airplanes.

This book sells for \$2.00 and already the demand has become considerable.

In 1963 the Aerospace Industries Association decided it would no longer publish the AIA Yearbook from which the pages in the *U. S. Aircraft, Missiles and Spacecraft* had been taken. Previously, these pages had been pulled from the Yearbook and put in paper covers for our publication. Now, since there is no Yearbook in 1964 and was none in 1963, the sales to the industry, to military services, to government agencies, to libraries, schools, etc., have greatly increased.

The editor of the book is Mr. James L. Haggerty, Jr., and the materials were gathered for NAEC by the Public Relations Division of the Aerospace Industries Association.

## New NAEC Service

At the request of one of the national leaders of the Civil Air Patrol, a new *Youth Service* has been set up by the National Aerospace Education Council. Several of the Civil Air Patrol leaders had indicated the material being published by NAEC would in part, be of great benefit to the Civil Air Patrol Cadet Squadrons.

The cost of the service is \$4.50 for a twelve month period—\$4.00 per unit where ten or more subscribe with the materials *all* to be sent to one address.

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# THE NAA CONTEST BOARD

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Since the stewards carry out this activity for the Contest Board of the National Aeronautics Association on their own time, one might wonder how it is possible to get these qualified people during normal working hours and at all times of the year in order to carry out this activity on an efficient basis. This has been no easy job, and certainly would have been much harder if there had not been involved over the last years a cadre of people who were very much interested in this sort of activity and who were willing to devote their spare time as well as occasional full days of the year to this activity.

As the activities and the requirements of this work increased during the last three years, a more functionally operating Contest Board has been set up as a two-pronged organization, one concerned with actually carrying out the stewarding of the records, and the other, an advisory board which meets periodically with companies, the government, and other interested people in order to determine what world records the United States should attempt and in encouraging potential record breakers to capture these records.

Operations are headed by a local manufacturer in Los Angeles, Mr. Chuck Tibbetts. Mr. Tibbetts is assisted by two directors, one for operations, and one for technical planning and consultation. The Operations Chief, Mr. Art Johnson, carries out the work of having all forms available, planning out the details of stewarding a record with the contestant and obtaining the services of a qualified steward crew for each record. He does all of this in his spare time around his full-time job of directing operations at the Fullerton Airport, near Los Angeles, California. Dr. R. B. Dillaway is Director of the Technical Board which is made up of people with engineering and scientific backgrounds, whose job it is to advise both the operations people and the people attempting the record as to

technical problems they may encounter in attempting a record, and living within the requirements of the Federation Aeronautic International for verifying that they have achieved a record. This group also looks into the required accuracy of instrumentation, and perhaps suggests the type of instrumentation, etc., to use in verifying a particular record attempt.

## The Timers Aero Club

When records are not attempted at too high a rate, this operation works quite smoothly, and there are enough qualified people who have had sufficient training in working as stewards so that it is possible to obtain a crew without too much difficulty from people who can take time off from their jobs and work at the site of the contest as stewards. However, there were times several years ago when so many records were being attempted that it was an extremely hard job to continually provide qualified people as needed for stewarding the attempts. In order to alleviate this problem, some of the people who were very interested in contest work got together and formed a chapter of the National Aeronautics Association called the Timers Aero Club. This is an aero club headquartered in Los Angeles, operated as a chapter of the NAA. In the case of the Timers Aero Club, anybody who is interested in world record attempts, either in a passive or in an active sense, are encouraged to join the Timers Club. These people are given training as fast as possible through actual observations of record attempts and through informal schooling in simple instrumentation evaluation (stop watch reading, etc.) and other rudimentary requirements for being a timing steward, and then are called upon as necessary and as they are available at the time record attempts are scheduled. The goal is to be able to provide the necessary stewards to authenticate valid record attainments at any time a contestant may desire.

The Timers Aero Club is an adjunct to the Contest Board of the NAA which functions to steward world record attempts in this country. It is not a part of the Board; it is a club of interested potential participants and spectators to this activity. As necessary, qualified members of the Timers Club are called upon to donate their time, go to the place of the record attempt and act as qualified stewards under a contest director in attesting to whether or not a world record attempt was successfully completed. At present, there are over one hundred people in the Timers Club.

## International Prestige

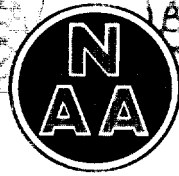
Since historically record achievements in aircraft flight has had world-wide implications in both international politics and prestige, the writer feels that this is an extremely important activity nationally, particularly, since at this time our major competitor for absolute world record attempts with aircraft is our present ideological international rival, the Soviet Union. It has been my experience that the position of the United States in the eyes of Europeans, South Americans, indeed, all nations, as far as being a strong power aeronautically is greatly influenced by our position versus the Soviet Union in this matter of world record achievements.

To this extent, the contest work of the NAA is and should continue to be a strong adjunct to our foreign policy although it must remain independent of government influence as it has for all the years that the NAA, and, in fact, manned flight has been a reality. Above and beyond the position of high prestige which we hold in this record picture at the present time is the fact that all the other nations involved in this activity fully realize the extent to which the NAA and the United States as a whole has gone to keep this world record activity in aircraft on an unbiased, non-governmentally controlled basis, and it must remain this way.

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from June 1



## KEEP AMERICA FIRST IN THE AIR

THE NATIONAL AERONAUTIC ASSOCIATION is the oldest non-profit national aviation organization in America; chartered in 1922 as the successor to the Aero Club of America, founded in 1905. Its efforts and its resources are directed to the advancement of all elements of flight, grinding no personal or political axe for one at the expense of another.

NAA is the United States representative of the Federation Aeronautique Internationale, world authority for the certification of aircraft and spacecraft records and the international body that groups together the national aero clubs of 52 nations.

### ● NATIONAL AERONAUTICS MAGAZINE

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1025 Connecticut Avenue, N.W.

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I hereby apply for Active Membership in the National Aeronautic Association and enclose payment for my dues and my subscription to NATIONAL AERONAUTICS Magazine.

Name \_\_\_\_\_

Mail Address \_\_\_\_\_

City — Zone — State \_\_\_\_\_

Business/Occupation \_\_\_\_\_

Do you hold a current Pilot License? ☐ YES ☐ NO

Do you currently own a Plane? ☐ YES ☐ NO

NAA MEMBERSHIP YEAR IS DEC. 17 THRU DEC. 16.

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☐ Please send me information on Pilot and Crew Member insurance.

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If you join between May 31 and Nov. 30—\$5

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